APPENDIX

1. § 1732. Record made in regular course of business.

In any court of the United States and in any court established by Act of Congress, any writing or record, whether in the form of an entry in a book or otherwise, made as a memorandum or record of any act, transaction, occurrence, or event, shall be admissible as evidence of such act, transaction, occurrence, or event, if made in regular course of any business, and if it was the regular course of such business to make such memorandum or record at the time of such act, transaction, occurrence, or event or within a reasonable time thereafter.

All other circumstances of the making of such writing or record, including lack of personal knowledge by the entrant or maker, may be shown to affect its weight, but such circumstances shall not affect its admissibility.

The term "business," as used in this section, includes business, profession, occupation, and calling of every kind. June 25, 1948, c. 646, 62 STAT. 945."

2. AF REGULATION NO. 62-14
Washington, 20 October 1944

FLYING SAFETY

Investigation and Reporting of Aircraft Accidents
Emergency Procedures for Accidents and Overdue Aircraft (Clearance Nos. AAF-FS-T8 and AAF-FS-T9).
(This Regulation supersedes AAF Regulation 62-14, 26 May 1942, 62-14A, 28 January 1944, and 15-14, 7 September 1942).

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Part Four
Investigation and Reporting

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Section II—Appointment of Aircraft Accident Investigation Boards and Officers

40. *Appointment of Aircraft Accident Investigating Boards.* The Commanding officer of each AAF station will appoint one or more Aircraft Accident Investigating Boards to conduct investigations required of such boards by this Regulation.

a. Three (3) officers will be appointed to constitute each board.. Of the three (3) members, two, (2) will be pilot officers possessing outstanding experience or other qualifications warranting such appointment, and the other will be that available officer present possessing the widest engineering experience or training. The station commanding officer is authorized to appoint board members from the officer personnel of all organizations regularly based at or attached to his station as well as from officer personnel under his command.

b. Alternate members, similarly qualified, will be appointed for board members, and, in the absence of any board members, may be detailed by the senior member of the board present to perform the duties of the absent members.

c. All members of such boards, or alternates when serving, will personally engage in the required investigations and assist in the preparation of the required reports.

d. Ex-officio, non-voting members,

(1) (a) Representatives of Headquarters AAF, Office of Flying Safety are authorized and empowered to, and may, when so directed:

(1) Act as ex-officio and non-voting members of Aircraft Accident Investigating Boards and exercise technical supervision over and review the activities of the Board and the Station Accident Officer.

(2) Submit separate reports through channels or direct, concurring or dissenting from the reports of boards or accident officers.

(3) Conduct independent investigations of the aircraft accidents and "missing" aircraft with which this Regulation is concerned, including investigation of conditions at installations relating to or resulting in such accidents or "missing" aircraft.

(b) Commanding Officers will render full assistance as requested by such representatives of the Office of Flying Safety and will furnish to them such transportation, clerical help, military personnel, etc., as may be required.

(2) The intelligence officer of the station will serve as an ex-officio, non-voting member of the board but otherwise with full authority of a board member and with the particular responsibility to determine whether the available evidence has disproved the existence of sabotage. He will have full authority to make separate intelligence investigations and reports on any accident, and all such activity undertaken by the intelligence officer, or Counter Intelligence Corps personnel under his di-

rection, will be conducted in strict compliance with the provisions of TM 30-218 and such other policies and directives as may be issued by G-2, War Department General Staff, or AC/AS, Intelligence. When the intelligence officer of the station is unable to serve with the board, the commanding officer of the station will appoint the senior intelligence officer available to act as the intelligence, ex-officio, non-voting member of the board.

(3) The senior medical officer of the station will recommend a medical officer, preferably a Flight Surgeon or Aviation Medical Examiner, who will serve as an ex-officio, non-voting member of the board but otherwise with ful authority of a board member and with additional authority and responsibility to make separate reports for medical channels. The senior medical officer of the station will also recommend an alternate medical officer who will act in the absence of the medical officer member.

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SECTION III—INVESTIGATIONS AND REPORTS

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46. *Purpose of Investigation—Not Investigation Under the 70th Article of War.* Witnesses appearing before an Aircraft Accident Investigating Board or officer conducting an investigation required by this Regulation should be advised that such investigation is not one conducted under the 70th Article of War and that the purpose of such investigation is not to secure evidence for disciplinary action but to determine all factors in connection with accidents involving aircraft and to prevent recurrence of same in the interest of flying safety.

47. *Attachments:*

a. Personnel required herein to conduct investigations and submit reports are authorized to obtain from any AAF personnel, including surviving crew members, operations officers, engineering officers, weather personnel, tower operators, inspectors, post engineers, medical officers, civilian agencies contracting with, or civilians employed by the War Department, etc., information, data, and records, which may be of aid in completing such investigations and reports, and will attach same to AAF Forms 14 when applicable as provided in the Aircraft Accident Investigators' Handbook. Station Accident Officers are specifically authorized to obtain information, data, and opinions from the medical officer member of the local Aircraft Accident Investigating Board.